

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
New Hampton Train Derailment - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: POLREP #1
Initial
New Hampton Train Derailment

New Hampton, IA
Latitude: 43.0368289 Longitude: -92.3805208

To: Todd Davis, EPA

From: Doug Ferguson, OSC
Date: 8/30/2021
Reporting Period: 8/28/2021-8/30/2021

1. Introduction

1.1 Background

Site Number:	Z7FS	Contract Number:
D.O. Number:		Action Memo Date:
Response Authority:	OPA	Response Type: Emergency
Response Lead:	STATE	Incident Category: Removal Assessment
NPL Status:	Non NPL	Operable Unit:
Mobilization Date:	8/27/2021	Start Date: 8/28/2021
Demob Date:		Completion Date:
CERCLIS ID:		RCRIS ID:
ERNS No.:		State Notification: IDNR on Site
FPN#:	E21704	Reimbursable Account #:

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

On August 28, 2021 a Canadian Pacific Railroad derailment occurred into flood waters of the Little Wapsipinicon River west of New Hampton, Iowa. Initial information is that 6 locomotives and 8-10 railcars are submerged in the floodwater. One or more locomotives are releasing diesel fuel and at least 1 of the 4 railcars carrying anhydrous ammonia released its contents. New Hampton Fire Department is responding and initially evacuated a 1.7 mile radius, including 40 people. The evacuation ended at 1400 on 8/29/2021. Air monitoring is being conducted around the tank cars and response personnel. The fire department has flown a unmanned aerial system over the derailment. IDNR is the lead environmental agency and Federal On-Scene Coordinators are supporting State Responders and the local Fire Department officials are filling the role of Incident Commander. One EPA OSC is currently on site and 2 additional OSCs are en route. No surface water intakes are within the first 60 miles downstream and the resident nearest the derailment has a shallow sand point well impacted by floodwaters and has been advised by IDNR to not use the well water for human consumption. Representatives of the Canadian Pacific Railroad have environmental and engineering personnel on site constructing access to evaluate and remove damaged rail cars as well as mitigate additional releases of oil and hazardous materials.

1.1.2.1 Location

New Hampton, Iowa

1.1.2.2 Description of Threat

Six diesel locomotives with a combined potential volume of about 36,000 gallons of diesel fuel are derailed in flood waters of the Wapsipinicon River. Sheen and diesel fuel odors have been observed in the flood waters surrounding the derailed locomotives. Additionally, one rail car containing anhydrous ammonia had a release to the environment with 4 additional rail cars of anhydrous ammonia derailed with minimal or no observed releases. The ammonia car with the release is not under pressure and likely contains an ammonia and water solution.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Oil sheen and diesel fuel odors have been detected in the flood waters of Wapsipinicon River which flow into the Mississippi River just north of the Quad Cities.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Iowa Department of Natural Resources, US Environmental Protection Agency as well as New Hampton Fire and Chickasaw County Emergency Management personnel have been working with the Canadian Pacific Railroad to mitigate releases of oil and hazardous materials from a train derailment which occurred the afternoon of Saturday, August 28, 2021. Six locomotives potentially containing 36,000 gallons of diesel fuel submerged in flood waters of the Wapsipinicon River near New Hampton, Iowa.

2.1.2 Response Actions to Date

With oversight of local, State and Federal government representatives, the Canadian Pacific Railroad has constructed roads into floodwaters to access the derailed locomotives and rail cars. Three derailed anhydrous ammonia rail cars which retained their contents have been staged in a farm field nearby awaiting transfer to tanker trucks. It has been determined that the leaking anhydrous ammonia rail car has a large gash which likely released all of its contents shortly after striking a locomotive during the derailment. The contents remaining in the ruptured railcar will be characterized and properly disposed and are believed to be a solution of flood water and ammonia.

The odor of diesel fuel odor and visual sheen have been observed in the flood waters surrounding the derailed locomotives. Of the six locomotives, 3 fuel tanks have been assessed. Two locomotives have fuel remaining in their tanks while one locomotive is believed to have released the diesel fuel into flood waters. Containment boom has been placed and vacuum trucks have been removing oil from the flood waters. Additionally, areas where diesel fuel has pooled near the derailed locomotives has also been removed with vacuum trucks. The fuel tanks of the remaining 3 locomotives will be assessed as soon as they can be accessed. Crews plan on pumping fuel from the locomotives prior to lifting them out of silt and flood debris.

US Fish and Wildlife has been consulted on Natural Resource Damage Assessments and there are no known threatened and endangered in the area of the derailment. Additionally, IDNR fisheries biologist representatives performed natural resources assessments on the Wapsipinicon River and did not observe impacts to down stream waters. On-going water quality monitoring above and below the derailment location do not show significant differences.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Canadian Pacific Rail is believed to be the responsible party and has mobilized resources to contain and cleanup oil and hazardous materials released from the train derailment.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Diesel Fuel	liquid				
Anhydrous Ammonia	compressed liquified gas				
Ammonia and flood water mix	liquid	4900 gallons		none	non-hazardous

2.2 Planning Section

2.2.1 Anticipated Activities

Rail cars and locomotives will be assessed and removed from the flood water as soon as they can be accessed. Fuel and potentially hazardous contents of locomotives and rail cars will be removed and properly disposed. Diesel fuel released to the flood waters will continue to be collected and properly disposed.

2.2.1.1 Planned Response Activities

Liquid inside the leaking tank will be characterized, pumped into a tanker truck, and arrangements will be made for proper disposal. Fuel tanks of locomotives will be assessed and contents removed for disposal.

2.2.1.2 Next Steps

Work with local Emergency Management and Fire personnel to transition the emergency response into a cleanup response.

2.2.2 Issues

Remaining flood waters and limited access roads make accessing the site challenging.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

2.4.1 Narrative

The Oil Spill Liability Trust Fund has been opened to pay for costs associated to assess and cleanup oil released during the derailment. The new oil project number is E21704.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
USEPA - Direct	\$15,000.00	\$3,000.00	\$12,000.00	80.00%
USEPA - InDirect	\$10,000.00	\$0.00	\$10,000.00	100.00%
Total Site Costs	\$25,000.00	\$3,000.00	\$22,000.00	88.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

Matthew Stokes, contractor for CPR

2.5.2 Liaison Officer

None at this time

2.5.3 Information Officer

Karen Grimes IDNR
David Bryan US EPA
Andy Cummings Canadian Pacific Railroad

3. Participating Entities

3.1 Unified Command

Representatives from the New Hampton Fire Department are staffing the Incident Commander position at this time.

3.2 Cooperating Agencies

Iowa Department of Natural Resources
Chickasaw County Emergency Management
Chickasaw County Sheriff's Department

4. Personnel On Site

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5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

6.2 Reporting Schedule

Daily Pollution Reports

7. Situational Reference Materials

No information available at this time.